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16 June 1952

MEMORANDUM

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TO : Chairman, Economic Countermeasures Working Group (EDAC)

FROM : Chairman, Cargo Transport Controls Working Group (EDAC)

SUBJECT: Contribution to the Study of the Countermeasures Group for Implementation of Pertinent Sections of NSC Paper, "US Policy and Courses of Action to Counter Possible Soviet Action Against Berlin."

1. On 9 June 1952, the Economic Countermeasures Working Group (EDAC) requested the Cargo Transport Controls Working Group (EDAC) to give "assistance in developing recommendations concerning potential measures which could be taken in the transport field to counter possible Soviet action against Berlin." This response consists of a tabulation (Annex A) of proposed economic countermeasures for the Berlin situation in the transport and communications field, with an entry for each measure covering intended effect, priority and timing, and preliminary evaluation, chiefly from the intelligence view-point.

2. In recommending the transport countermeasures listed in Annex A, the contributions of the various agencies represented on the Cargo Transport Controls Group were reconciled, insofar as possible, with the suggestions listed on pages 5 and 6 of the draft paper for the Berlin situation of the Economic Countermeasures Working Group, which was circulated at your meeting of 12 June 1952.

3. I have also undertaken to consult informally with the Chairman of the Transit Free Port Study Group (EDAC). In view of the fact that the agency representative on that group are with two exceptions the same as on my group, we agreed that the preparation of a joint report in reply to your request for assistance by both committees would result in a desirable economy of effort. In the attached recommendations, transport countermeasures have, therefore, been considered chiefly a Cargo Transport Control problem, within which the Transit-Free Port aspect occupies a special place. Items for which further consideration would come particularly within the terms of reference of the Transit Free Port Study Group have been provided with appropriate annotations in the Annex.

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4. The very survival of West Berlin is inconsistent with current Soviet plans for Europe. Moves to insure the security and livelihood of West Berlin represent, in effect, the basic countermeasure to Soviet policy with respect to West Berlin. Resumption of a major airlift or, as a last resort, an air-drop remain the ultimate security measures for the survival of West Berlin. The assessment of the capability of the Western enclave to survive, and the evaluation of security measures for that end, are primarily a concern of the military. It may be of interest, however, that a number of transports which were used in the last major airlift for Berlin might not be readily available at this time since they are employed in Far Eastern runs, for traffic in Korea and with Japan.

5. We have no recommendations for specific controls on the movement of individuals in addition to those now in effect or to be applied by the military when border transit points to the East are sealed by the Western Powers for all traffic. We wish to point out that under all of the categories of transport controls listed in the Annex, a considerable array of initial countermeasures and means of harassment would be available through strictest enforcement and discriminatory application of all existing regulations governing trade, inspection of mechanical devices, protection of public health and safety.

1 Attachment: Annex A